

With that mission concluded, *Alligator* set sail to return to the United States and reentered Boston sometime in July. She remained there into the fall.

On 4 October 1821, *Alligator* put to sea from Boston again bound for the west coast of Africa. On 5 November, she encountered a strange sail ahead steering a perpendicular course. On sighting *Alligator*, the newcomer, instead of continuing on her way, lay to and awaited *Alligator's* approach. Lookouts on the American schooner soon reported that the stranger was wearing a distress flag, and *Alligator* moved in to offer assistance. However, when the warship entered gun range, the supposedly endangered vessel opened fire upon her and hoisted the Portuguese flag. Since the malefactor possessed guns of longer range than those mounted in *Alligator*, Lt. Stockton was obliged to load his guns and then to have his crew lie flat on the deck while he steered his ship in on her. The wind was slight that day, and *Alligator* weathered several hours of bombardment and suffered several casualties before she had the enemy within range of her own guns. When she succeeded, though, the issue was resolved rapidly. Her first volley sent the stranger's entire crew scurrying below for shelter. The American ship then poured broadside after broadside into her for about 20 minutes. At that point, *Alligator's* adversary struck her colors. Stockton hailed her, and her captain came on deck. He claimed her to be a Portuguese letter of marque. Records of this action have identified this vessel by two slightly different names, *Mariano Faliero* and *Marianna Flora*. Stockton deemed her to be a pirate, put a prize crew on board, and sent her back to the United States to be condemned by an admiralty court. However, she was returned to her owners in response to the request of the Portuguese Government. During the remainder of the cruise, *Alligator* captured several slavers off the coast of Africa before returning to Boston.

Early in 1822, she sailed from Boston to the West Indies to combat the piracy then rampant in the Caribbean. In April, she took the pirate schooner *Cienega* off Nuevititas, Cuba. *Alligator* remained on the West Indian station for the remainder of her career. While at Matanzas in November of that year, she got word that an American schooner and brig had been taken by a group of pirates and were located about 45 miles east of Matanzas. She took the master and mate of the captured schooner on board and set sail to reclaim the American ships. She arrived at her destination at dawn on 9 November and found the pirates in possession of one ship, two brigs, and five schooners. *Alligator* launched armed boats which gave chase to a heavily manned schooner that opened fire with five of her guns. Nevertheless, the boats from *Alligator* pressed home their attack and soon overhauled the schooner which they boarded in a mad rush. In the short, but sharp, fight, *Alligator* lost her commanding officer, Lt. William H. Allen, wounded mortally by two musket balls. Soon thereafter, boats from *Alligator* captured all the pirate vessels except one schooner that managed to escape. Most of the pirates fled ashore. On 18 November 1822, *Alligator* departed Matanzas escorting a convoy. Before dawn the following morning, she ran hard aground on Carysford Reef off the coast of Florida. After working desperately to refloat their ship, officers and crewmen gave up on a hopeless task. On 23 November, they set fire to *Alligator*, and the young but battle-tested warship soon blew up.

#### IV

(Submarine: l. 47'; b. 4'8"; dph. 5'6"; s. 3 to 4 k; cpl. 21; a. 2 torpedoes)

In the autumn of 1861, the Navy asked the firm of Neafie and Levy to construct a small submersible ship designed by the French engineer Brutus DeVilleroi. It wanted such a vessel to counter the threat posed to its wooden-hulled blockaders by the former screw frigate *Merrimack* which, according to intelligence reports, the Norfolk Navy Yard was rebuilding as an ironclad ram for the Confederacy. Since the Navy's agreement with the Philadelphia shipbuilder specified that the submarine was to be finished in not more than 40 days, her keel was laid down almost immediately following the signing on 1 November 1861 of the contract for her construction. Nevertheless, the work preceeded so slowly that more than four and one-half times 40 days had elapsed when the novel craft finally was launched on 1 May 1862.

Soon after first entering the water, the new boat was towed to

the Philadelphia Navy Yard to be fitted out and manned. A fortnight later, a civilian, Mr. Samuel Eakin, was placed in charge of her; and, on 13 June, the Navy formally accepted the small, but unique, ship.

Next, the steam tug *Fred Kopp* was engaged to tow the submarine to Hampton Roads, Va. The two vessels got underway on 19 June and proceeded down the Delaware River to the Delaware and Chesapeake Canal through which they entered the Chesapeake Bay for the last leg of the voyage. At Norfolk, the submarine was moored alongside the sidewheel steamer, *Satellite*, her tender during her duty with the North Atlantic Blockading Squadron. A short while after reaching Hampton Roads on the 23d, the submarine picked up the name *Alligator*, a term which soon appeared in official correspondence.

Several tasks were considered for the strange vessel: destroying a bridge across the Appomattox River; clearing away the obstructions in the James River at Fort Darling which had prevented Union gunboats from steaming upstream to support General McClellan's drive up the peninsula toward Richmond; and blowing up *Virginia II* if that ironclad were completed and sent downstream to attack Union forces. Consequently, the submarine was sent up the James to City Point where she arrived on the 25th. Comdr. John Rodgers, the senior naval officer in that area, examined *Alligator* and reported that neither the James off Fort Darling nor the Appomattox near the bridge was deep enough to permit the submarine to submerge completely. Moreover, he feared that, while his theater of operation contained no targets accessible to the submarine, the Union gunboats under his command would be highly vulnerable to her attacks should *Alligator* fall into enemy hands. As a result, he requested permission to send the submarine back to Hampton Roads.

The ship headed downriver on the 29th and then was ordered to proceed to the Washington Navy Yard for more experimentation and testing. In August, Lt. Thomas O. Selfridge was given command of *Alligator*; and she was assigned a naval crew. The tests proved to be unsatisfactory, and Selfridge pronounced "the enterprise . . . a failure."

The navy yard later removed *Alligator's* oars and installed a screw propeller in their stead. This change increased her speed to about four knots. On 18 March 1863, President Lincoln observed the submarine in operation.

About this time, Rear Admiral Samuel F. Du Pont—who had become interested in the submarine while in command of the Philadelphia Navy Yard early in the war—decided that *Alligator* might be useful in carrying out his plans to take Charleston, S.C., the birthplace of secession. Acting Master John F. Winchester, who then commanded *Sumpter*, was ordered to tow the submarine to Port Royal, S.C. The odd pair got underway on 31 March.

The next day, the two ships encountered bad weather which, on 2 April, forced *Sumpter* to cut *Alligator* adrift. She soon sank, ending the career of the Navy's first submarine.

#### Allioth

Allioth is a star in the constellation Ursa Major.

(AK-109: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 11 k.; cpl. 209; a. 2 3", 8 20mm; cl. *Crater*; T. EC2-S-CI)

*James Rowan* was laid down under a Maritime Commission contract (MCE hull 1730) on 30 July 1943 by the Permanente Metals Corp., Richmond, Calif.; launched on 20 August 1943; sponsored by Miss Cora Clonts; acquired by the Navy on 3 October 1943; renamed *Allioth* and designated AK-109 on 6 October 1943; and commissioned at Portland, Oreg., on 25 October 1943, Comdr. George F. Prestwich in command.

Upon her arrival at Pearl Harbor on 5 December 1943, the cargo ship was assigned to Service Squadron 8. During the next 11 months, she operated as a mobile supply source for the Army. Her duties consisted of loading cargo and dispensing it to troops as needed. Among the ports from which she operated were Funafuti, Ellice Islands; Makin and Tarawa, Gilbert Islands; Kwajalein and Eniwetok, Marshall Islands; and Peleliu and Angaur, Palau Islands.

*Allioth* sailed from Peleliu on 14 November 1944, bound for Pearl Harbor. On the afternoon of the 20th, two Japanese airplanes attacked her, dropping several bombs but scoring no hits.

Later that evening, one aircraft returned and dropped a bomb which exploded near the ship. Ten crewmen were slightly wounded, and the ship suffered minor structural damage from shrapnel. She continued her journey and arrived safely in Hawaiian waters on 11 December 1944.

Two days later, the ship resumed her voyage toward the west coast of the United States, and she entered a shipyard at Alameda, Calif., on the 24th for overhaul and conversion to an aviation supply issue ship. The alterations were completed in early March 1945, and *Allioth* received the new designation IX-204.

On 10 March, the vessel got underway for Pearl Harbor. After taking on more cargo there, she resumed her westward voyage, dropped anchor at Ulithi on 8 April, and began supplying various units with airplane parts. On 3 May, her designation was changed to AVS-4.

When the fleet moved from Ulithi, *Allioth* headed for the Philippine Islands, arriving at Leyte Gulf on 27 May. In early June, the ship sailed to Seeadler Harbor, Manus Island, to load more spare parts. She returned to Leyte on 29 June and resumed her supply duties.

*Allioth* moved to Okinawa in mid-September 1945 and remained there into the next year, supporting various airplane squadrons operating in the Ryukyu Islands. On 18 January 1946, the ship got underway to return to the United States. *Allioth* arrived back at Alameda on 16 February and began discharging cargo. Her crew also began stripping the ship of excess equipment in preparation for her deactivation.

*Allioth* returned to Pearl Harbor on 15 April and was placed out of commission there on 18 May 1946. She was transferred to the Maritime Commission on 13 May 1947, and her name was struck from the Navy list on 22 May 1947. Under the Maritime Commission, the ship resumed her first name, *James Rowan*, and carried it until she disappeared from merchant ship registers in 1956.

## Alloway

A Delaware Indian chief who lived around the year 1675 in territory which now constitutes Salem County, N.J. The word Alloway is a Delaware term meaning "beautiful tail" and refers to the black fox. A creek in New Jersey and villages in Salem County, N.J., and Wayne County, N.J., bear the name Alloway. The World War I NOTS cargo ships was probably named for one or both of the villages; the World War II tug honors the chief.

## I

(ScStr: dp. 12,600; l. 416'6"; b. 53'0"; dr. 27'6" (aft); s. 10½ k.; cpl. 70; a. 1 4", 1 3")

*Shintaka*—a screw steamer built in 1918 at Oakland, Calif., by Moore & Scott—was acquired by the Navy on 11 July 1918; renamed *Alloway* (Id. No. 3139); and commissioned at San Francisco, Calif., on 12 July 1918, Lt. Comdr. F. C. Dellegar, USNR, in command.

Assigned to the Naval Overseas Transportation Service (NOTS), *Alloway* departed San Francisco soon after commissioning and set a course for the west coast of South America. She arrived at Arica, Chile, on 17 August and began loading a cargo of nitrates. The cargoman departed Arica near the end of the month and arrived at Norfolk, Va., on 20 September. She discharged the nitrates at Norfolk and then moved on to New York for repairs.

On 10 November, the day before the armistice ended World War I, *Alloway* stood out of New York for her only voyage to Europe. A little over a month later, on 11 December, the ship entered port at Quiberon, France. After unloading over 5,000 tons of Army cargo at Quiberon, *Alloway* moved to Brest, France, where she took on cargo for the return voyage. She entered New York harbor on 13 February 1919 and, after discharging her cargo, entered Schewan's drydock for overhaul. She was placed out of commission on 3 March 1919 and was returned to the United States Shipping Board for disposition. Presumably, her name was struck from the Navy list that same day.

## II

(YT-170: dp. 95; l. 71'; b. 19'; dr. 10'6")

The second *Alloway* (YT-170)—a diesel-powered tug built in 1935 as *Russell No. 12*—was acquired by the Navy on 28 October 1940 at New York from the Newton Creek Towing Co.; renamed *Alloway* the following day and simultaneously designated YT-170; converted to naval service by the New York Navy Yard; and placed in service at New York on 7 November 1940.

*Alloway* was initially ordered to the 5th Naval District and stationed at the Naval Proving Grounds at Dahlgren, Va., where she served through the end of World War II. During her tour of duty, *Alloway* was reclassified a medium harbor tug and redesignated YTM-170 on 15 May 1944. On 21 March 1946, she was assigned to temporary duty with the 5th Naval District at Norfolk preparatory to her inactivation. *Alloway* was placed out of service at Little Creek, Va., on 19 August 1946. Her name was struck from the Navy list on 10 June 1947, and she was turned over to the Maritime Commission's War Shipping Administration for disposal.

## Allthorn

*Allthorn* (YN-94) was laid down on 31 October 1943 at Slidell, La., by the Canulette Shipbuilding Co. On 20 January 1944 she was redesignated AN-70. She was launched on 27 May 1944, but, on 12 August 1944, her name was cancelled and her designation was changed to that of an auxiliary ocean tug. She became simply ATA-216.

*Ally, Western*, see *Western Ally*.

## Almaack

A star in the constellation Andromeda.

## I

(AK-27: dp. 8,600 (tl.); l. 473'1"; b. 66'0"; dr. 28'5"; s. 18 6 k.; cpl. 426; a. 1 5", 4 3", 8 .50-cal. mg.; cl. *Almaack*)

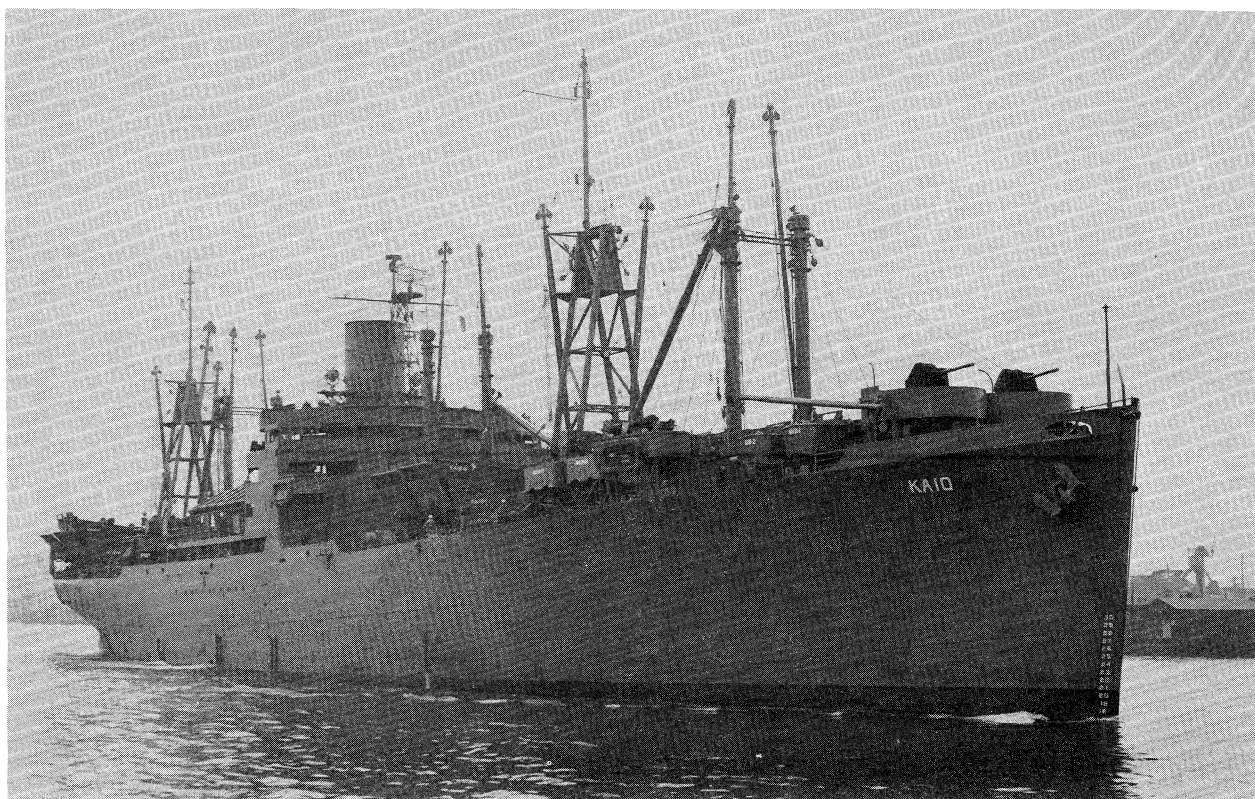
The steel-hulled, single-screw cargo vessel *Executor* was laid down on 14 March 1940, under a Maritime Commission contract (MC hull 104), at Quincy, Mass., by the Fore River yard of Bethlehem Steel Co.; launched on 21 September 1940; sponsored by Mrs. A. R. Winnett; and delivered to her owners, the American Export Lines, on 22 October 1940.

*Executor*—E. H. Nelson, master—cleared New York on 16 November 1940 on her maiden voyage, a non-stop cargo-carrying run to India via the Cape of Good Hope, and eventually unloaded 7,101 tons of cargo at the ports of Bombay; Karachi, Pakistan; Colombo, Ceylon, and Calcutta, India, before commencing her return voyage on 15 January 1941, bound for Boston via Trinidad. *Executor* carried out one more cargo-carrying voyage to India, before she returned to the United States.

Acquired by the Navy on 3 June 1941 for conversion to a cargo ship, *Executor* was renamed *Almaack* and classified as AK-27. Converted at the Tietjen and Lang Dry Dock Co., Hoboken, N.J., *Almaack* was commissioned at the Army Transport Service Base, Brooklyn, on 15 June 1941, Comdr. Thomas R. Cooley in command.

*Almaack*—with a cargo of heavy roadbuilding equipment and coal—cleared New York in convoy on 27 July 1941, bound for Iceland. Screened by a battleship, three heavy cruisers, and seven destroyers, the convoy included *Almaack*, a transport, a storeship and an oiler, and the aircraft carrier *Wasp* (CV-7)—the latter with planes of the 33d Pursuit Squadron (Curtiss P-40s) on board, earmarked for the defense of the base in Iceland. The convoy reached Reykjavik on 6 August, with *Wasp* launching the planes without incident. *Almaack* discharged her cargo at Reykjavik over the ensuing days, and departed that port on 12 August.

After loading at New York, *Almaack* proceeded to Trinidad, arriving there, via San Juan, Puerto Rico, on 20 September 1941. Returning thence to New York, the cargo ship sailed independently for Halifax, Nova Scotia, there joining convoy HX 154 for her second run to Iceland. On 13 November 1941, *Almaack*, together with the storeship *Tarazed* (AF-13), an Iceland-registry freighter, and five American destroyers, cleared Iceland for a rendezvous with west-bound convoy ON 35 south of Iceland.



*Almaack* (AKA-10), fresh from her refit at Norfolk Navy Yard, stands down the Elizabeth River, 15 October 1943. (19-N-55023)

Within 24 hours of sailing, one of the escorts, *Eberle* (DD-430), picked up a definite sound contact and attacked, dropping depth charges. Over the next 36 hours, the ships marched and counter-marched through rough seas, awaiting the tardy convoy which ultimately arrived on the morning of 15 November.

As Comdr. Cooley later reported, *Almaack*, "being light and big, was unable to maintain position in the convoy at speeds less than 7.5 knots." The heavy weather wrought havoc on the abilities of the ships to stay in formation, and *Almaack* found herself on her own on three occasions, each time managing to rejoin the convoy. Upon rejoining for the third time, Comdr. Cooley informed the escort commander "what speed he would make and what positions he would pass through if separated again." When this came to pass, and the cargo ship was again on her own, *Almaack* proceeded independently to New York without incident. Reflecting back on the voyage, on 6 December 1941, *Almaack's* commanding officer opined that his ship would have been far safer "steaming alone . . . than in any convoy that does not maintain a speed of at least 10 knots." He also used that occasion to press for his ship to be armed with at least two 4-inch or 5-inch guns. In endorsing Comdr. Cooley's report on 19 December, Admiral Ernest J. King, Commander in Chief, United States Atlantic Fleet, agreed to recommend independent routing for fast cargo ships such as *Almaack* unless "available information indicates undue danger from submarine concentration . . ."

*Almaack* then proceeded to Norfolk, where she underwent an overhaul at the Norfolk Navy Yard. During this refit, she was armed with a 5-inch gun, four 3-inch guns and eight .50-caliber machine guns. She also received a new paint job, Measure 12 (mod.) designed to alter her silhouette. She then loaded cargo, and sailed for Bermuda, returning thence to New York.

Loaded with a cargo of heavy construction equipment, *Almaack* sailed from New York on 19 January 1942, as an element of Convoy AT 12: 13 ships carrying 14,688 men—of this number 8,493 were Army troops being transported to Belfast, Ireland, and 1,153 were sailors to man the new naval operating

base being established at Londonderry. Other transports in the host were to take Army troops to Iceland to relieve the marines that had been there since July 1941. *Almaack* then returned to the United States in ballast, and, after again loading at New York, sailed for the Pacific on 9 April 1942.

Transiting the Panama Canal for the first time on 19 April 1942, *Almaack* sailed for the Tonga, or Friendly Islands, arriving at Tongatabu on 8 May. Discharging cargo there, the ship then sailed for the west coast of the United States, arriving ultimately at San Diego on 5 June. Assigned to Transport Division 2 with Amphibious Forces, Pacific Fleet, *Almaack* underwent repairs and alterations at the Craig Shipbuilding Co. at Long Beach, before she returned to San Diego on 15 July for landing exercises off the southern California coast.

Returning to the east coast of the United States and arriving at Norfolk on 12 September, *Almaack* underwent further alterations and repairs before proceeding to New York to load cargo. She sailed on 26 September for Scotland in TF 38. There, at Loch Fyne, the cargo ship participated in training for the invasion of North Africa until 21 October. Five days later, *Almaack* sailed for her first amphibious operation.

The voyage toward the coast of North Africa proved uneventful until 7 November 1942. *Almaack*—in column 01 of convoy KMFA1—went to general quarters at 0515, and soon thereafter heard an aircraft close by, on her port hand. At 0538, her watch noted the torpedoing of the nearby transport *Thomas Stone* (AP-59). Ultimately, at 1800 the section of KMFA1 to which *Almaack* had been attached was directed to proceed to the waters off Algiers. As she stood toward the coast, she observed navigation lights—still burning but with reduced visibility—at Cape Matifu and Cape Caxine.

Reaching her release position at 2200, *Almaack* commenced lowering boats at that time, and completed the evolution in a little over an hour, at 2307. At 0145 on Sunday, 8 November 1942, the ship's boats began making their way shoreward, from about eight miles off the beachhead. At 0208, all ships in "Charlie" sector stood shoreward to a position two miles off "Charlie-Red"

beach, where they would ultimately anchor several hours later. In the interim, *Almaack*'s first boat returned from the beach at 0304, shortly before the ship reached her position.

About 0346, *Almaack* observed gunfire starting in the vicinity of the city of Algiers; action continued intermittently until dawn. Anchoring off Beach Red at 0904, *Almaack* ceased cargo operations at 1015, "evidently because of excessive congestion of boats" at beach Charlie Red Two. Within the hour, however, the ship resumed unloading, but only vehicles and guns, as directed. As she did so, she observed three German Junkers Ju. 88 bombers pass overhead at 10,000 feet—evidently looking for bigger game or possessing empty racks, since they dropped no bombs.

Working to get high priority vehicles and antiaircraft guns unloaded, *Almaack* soon found the wind and sea making operations difficult. A strong breeze from the northeast rendered the operation of small boats hazardous by 1400, but the unloading continued in the face of mounting difficulties. By 1645, however, after the ship had managed to put ashore some 52 vehicles and guns during the day, "loading became impossible" in the teeth of a fresh to strong breeze and a rough sea.

*Almaack* sighted three more Ju. 88s at 10,000 feet shortly after sunset, and went to general quarters, opening fire with her antiaircraft battery soon thereafter as the three Junkers' dive-bombed the nearby *Samuel Chase*. Following the dive bombers, other enemy planes, identified as Heinkel He. 111s, attacked the disposition in the twilight, varying their manner of attack with shallow dives and low-level horizontal attacks from all directions, cleverly utilizing a land background to cover their approach.

*Almaack*'s lookouts noted bombs or torpedoes dead ahead and on the starboard bow, and witnessed the torpedoing of *Leedstown* (AP-73) around 1715. *Almaack* ceased fire at 1735, and stood down from general quarters at 1801. At 2020, the ship secured her cargo-handling details because of the wind and sea conditions, with six of her boats secured to the stern—a condition that soon changed with worsening weather; two boats swamped, and the remainder were sent ashore. All night the wind continued to blow, and *Almaack*'s coxswains put their landing craft on the beach.

The following day saw more attacks from German aircraft; *Almaack* went to general quarters twice before dawn, once during the mid watch, once during the morning watch. She went to general quarters again five more times before the day ended: once during the forenoon watch, thrice during the afternoon watch, and once during the first dog watch. She seemed to bear a charmed life; while her guns were busy adding to the general curtain of fire to repel the attacks of German planes (principally Ju. 88s), ships nearby came under attack. Bombs apparently aimed at *Almaack* struck a British antiaircraft cruiser some 300 yards astern. Underway late that afternoon, standing toward the port of Algiers, *Almaack* eventually anchored at 1721; the last attack for the day ended some 40 minutes later, with nightfall.

Underway at 0530 on 10 November, the cargo ship stood in to Algiers harbor and secured to a berth at the Mole Louis Billard shortly before the commencement of the forenoon watch. Completing cargo operations early the following afternoon (11 November), *Almaack* cleared the mole and anchored in Algiers Bay, having completed her part in Operation "Torch."

On 12 November, *Almaack* departed Algiers, and soon thereafter rendezvoused with the nine transports and five escort vessels of Convoy MKF1(y) at Gibraltar. Bound for the British Isles on the morning of 15 November, *Almaack*, shortly before 0315, noticed escort vessels on her port beam firing machine guns; almost simultaneously the convoy commodore called for an immediate right turn.

*Almaack* had just completed the turn and steadied on her new course when she was struck by a torpedo fired from *U-155*. Kapitänleutnant Adolf Piening's marksmanship proved deadly. About the same time, torpedoes from his U-boat struck the freighter *Ettrick* (she later sank at 0836 that morning) and the escort carrier *Avenger* (D-14); the latter blew up, taking with her almost all of her complement.

*Almaack* went to general quarters; a quick investigation of the damage revealed the engine and fire rooms, as well as hold number five and the shaft alley, flooded. Fortunately, the strength of the bulkheads contained the flooding and the ship remained afloat, although in a dangerous state. Four men died, and four more were badly burned in the explosion in the engine room.

Daybreak revealed HMS *Glaisdale* (L-44), an escort vessel,

standing by the sinking *Ettrick*, picking up survivors. *Almaack* arranged for *Glaisdale* to take on board some of her men, and transferred 8 officers and 185 men to the escort ship; 12 officers and 112 men remained on board to handle the ship and man the guns. HMS *Brilliant* arrived at 1540 to provide antisubmarine protection, and at 1340 the following day a British tug, *Jaunty*, accompanied by two trawlers, arrived to take the damaged cargo ship—at that point some eight miles from the coast of Portugal—in tow, ultimately arriving at Gibraltar at 2300 on 17 November 1942.

Drydocked on 3 December at Gibraltar, *Almaack* was then placed on a waiting list for temporary repairs to enable her to return to the United States. While she lay in limbo at the British Crown Colony, she was reclassified to an attack cargo ship, AKA-10, on 31 January 1943.

Placed in drydock again on 3 March 1943, *Almaack* remained there until the last day of March; towed thence to Casablanca, French Morocco, the cargo ship began her long voyage home, astern of the fleet tug *Arapaho* (ATF-68), on 3 May.

Over the next several months, *Almaack* underwent repairs and alterations at Norfolk Navy Yard; during this time she was repainted overall Measure 11, Sea Blue, and received new masts to handle the brood of landing craft assigned the ship. She also received new men; among them Ens. Wilmer H. Cressman, USNR, the father of one of the principal writers of this *Dictionary* volume.

Following trials, *Almaack* shifted down the east coast to Jacksonville, Fla., where she loaded a cargo of Florida orange juice. She steamed to the west coast, discharging her cargo at San Pedro, and then proceeded to San Diego, whence she conducted amphibious training exercises, chiefly at Oceanside and Coronado, into January 1944.

*Almaack* sailed from San Diego on the morning of 13 January 1944, bound for Lahaina Roads, off the island of Maui. From there, she sailed for the Marshall Islands, and the first of her six amphibious operations of the Pacific war, departing Lahaina—the final staging area for Operation "Flintlock"—on the afternoon of 22 January, with elements of the 4th Marine Division embarked. Sailing as part of Task Force (TF) 53, *Almaack* reached the transport area for the initial assault on "Jacob" and "Ivan"—islands in Kwajalein Atoll—at 0500 on 31 January. That evening, *Almaack* hoisted out her boats and discharged cargoes of ammunition in response to a request for three units of fire to "Ivan".

Using her engines constantly to maintain position in the transport area against the two-knot northeasterly current and the northeast trade winds, *Almaack* provided LCMs to unload artillery from attack transports and LCVPs to unload men early on 1 February, and upon anchoring later that day received the services of two tank landing craft (LCT) to expedite unloading her own cargo. This unloading slowed down on the 2d, but picked up again on the 3d, the ship being aided in her cargo discharging by boats from *William P. Biddle* (APA-8), *Warren* (APA-53) and *Sumter* (APA-52). Ultimately, by 1330 on D + 4 (4 February), *Almaack* had completed her unloading.

Two days later, on 6 February, having loaded 22 LVTs of the 4th Tractor Battalion, USMC, and embarked their crews, *Almaack* sailed for Funafuti, in the Ellice Islands, in convoy with an amphibious command ship, three dock landing ships, a transport and a cargo ship, screened by four destroyers; she arrived at her destination on 10 February. From there, she sailed to Guadalcanal, in the Solomons, again in convoy, and reached her destination on the afternoon of 13 February. There the ship unloaded the marine amphibious tractors brought down from Kwajalein, and disembarked their crews.

Proceeding thence to Noumea, New Caledonia, for liberty, as well as firing and landing exercises, *Almaack* returned to Guadalcanal (Tulagi), and then to Funafuti, before she pushed on for Canton Island, and a stopover there to load "worn-out equipment" en route back to Hawaii.

Arriving at Honolulu on 10 April 1944, *Almaack* unloaded the cargo she had brought from Canton and then moved up to Pearl Harbor, where she underwent repairs and alterations and loaded 300 tons of 6-inch cruiser ammunition. She departed "Pearl" on 1 May for Maui, arriving later the same day, and there loaded combat equipment for elements of the 4th Marine Division earmarked for the invasion of Saipan, in the Marianas.

Proceeding back to Pearl Harbor after loading, *Almaack* then sailed for Lahaina, where she and the other ships slated to take



part in the next major amphibious operation conducted rehearsals for it. Returning thence to Honolulu on the morning of 20 May, the ship remained there until the 29th, when she sailed as part of TG 52.15 for the Marshalls, the staging area for the Marianas.

*Almaack* arrived in the transport area off Saipan at 0535 on D-day, 15 June 1944, and had all of her tank lighters in the water in 19 minutes; expeditiously loading the eight M-4 "Sherman" tanks into her seven lighters and one provided by *Sumter*, the LCM-3s were on their way shoreward by 0711. During the day, an enemy shell (a mortar shell from Saipan or an artillery shell from Tinian), struck *Almaack*'s number three LCM-3, killing one man outright—Seaman 2d Class Bernard V. Camerlinck, Jr., USNR—and wounding three other men, as well as three marines of the tank crew. Although nearly demolished, the LCM-3 put its cargo ashore safely. *Almaack* retired seaward that night, returning the next day to commence working her cargo, but limited beach space for unloading and the danger of enemy air attacks resulted in the ship's retiring until 21 June (D + 6), when she could resume the unloading task.

Ultimately, the task aided immeasurably by the embarked two platoons of the Army's 311th Port Company, *Almaack* completed working her cargo by the 24th, unloading the ship in 79 hours. She then sailed to Eniwetok, and thence to Honolulu, independently, arriving there on 5 July 1944. Taking on board combat equipment of the Army's 77th Division (designated as the reserve for the assault on Guam) the attack cargo ship cleared Honolulu on 9 July for Eniwetok, arriving there on the 17th. There becoming a unit of TG 53.19, *Almaack* sailed for Guam, arriving on the morning of 22 July, W + 1 day. She landed neither troops nor cargo the first day, retiring to seaward early that evening.

For six days, from W + 2 to W + 8, *Almaack* supported the invasion of Guam; the first three days she retired at night after conducting unloading operations during the day, returning the following morning to the transport area to resume working her cargo. On the 14th, the attack cargo ship fueled the fast minesweeper *Zane* (DMS-14). The wind blew the two ships toward the fire support area where shells from the nearby battleship *Pennsylvania* (BB-38) whistled overhead. Finally, after anchoring in a berth off the invasion beaches of W + 5 (27 July), *Almaack* commenced working her cargo again, aided immeasurably by two tank landing ships and a tank landing craft assigned to her for that purpose, *LST-731*, *LCT-962* and *LST-986*. After debarking 16 Army officers and 306 soldiers on 29 July, *Almaack* sailed for Eniwetok in company with the attack transport *Monrovia* (APA-31). She proceeded thence to Pearl Harbor, arriving there on 23 August. The next day, she entered drydock to have her hull sand-blasted and painted.

Following that repair period at Pearl, *Almaack* loaded troops, equipment, and supplies of the Army's 96th Infantry Division, slated to take part in the planned invasion of the island of Yap, in the Carolines. After expeditiously completing the cargo loading and embarkation, the attack cargo ship sailed on 1 September for Maui, and from 2 to 6 September conducted exercises there until returning to Pearl Harbor on the 7th to complete preparations for her next operation. On 15 September, *Almaack* departed Hawaiian waters for the staging point, Eniwetok. One day out, however, the ship received a message indicating the planned invasion of Yap had been cancelled; a later message gave the ultimate destination as the island of Leyte, in the Philippines.

Reaching Eniwetok on 25 September for replenishment, *Almaack* took on fuel and supplies there and pushed on for Manus, in the Admiralties, reaching that place—the staging area for the assault on Leyte—on 3 October. Now assigned to the 7th Fleet for the Leyte operation, *Almaack* remained at Seeadler Harbor, Manus, from 3 to 13 October, provisioning, fueling, and exercising troops. On the latter date, the ship transferred three wave guide officers, 21 men and six LCVPs to various tank landing ships for the operation, receiving in their place six boat officers, 36 men and six LCSs, for transportation to Leyte.

*Almaack* entered Surigao Strait, en route to Leyte Gulf, early on the morning of 20 October 1944, going to general quarters soon thereafter, anchoring in transport area number two, five miles east of San Jose, Leyte, at 0841, having hoisted out her embarked landing craft.

Soon after she anchored, *Almaack*—assigned the task of unloading 13 light tanks in the seventh wave of Orange Beach 2—commenced working her priority cargo, sending her first wave toward the line of departure at 0940 and the second, five minutes

later, having unloaded her baker's dozen tanks into her own LCMs, augmented by six from four other amphibious ships. An hour later, the ship commenced unloading cargo. Late that morning, the ship's no. 13 LCVP took a direct hit, damaging it beyond repair and wounding one man. Later that afternoon, *Almaack* got underway for transport area number three, and went to general quarters within a half hour of her getting underway; en route she witnessed the torpedoing of the light cruiser *Honolulu* (CL-48).

Over the next two days, frequently blanketed by an almost impenetrable smoke screen to shield the ship from Japanese air attacks, *Almaack* worked her cargo. On 21 October, *Almaack* thrice went to general quarters in the course of the day, and fueled two ships, the fast transport *Sands* (APD-13) and the fast minesweeper *Hamilton* (DMS-18), in addition to continuing her unloading cargo. On the day following, A + 2, she again conducted cargo operations, and provided fuel and stores to the landing craft, *LCI-472*, in addition to disembarking the last of her embarked troops. All boats on board by 1753 on 22 October, *Almaack* sailed for Hollandia, Dutch New Guinea.

Her performance at Leyte earned her favorable comments: Rear Admiral Forrest B. Royal, commanding Group 6 of the Pacific Fleet Amphibious Forces, called *Almaack*'s performance of duty "excellent" and her unloading carried out in "an outstanding manner." Commander, 3d Amphibious Force, Vice Admiral Theodore S. Wilkinson, considered *Almaack*'s unloading an overall average of 72 tons of cargo per hour, and maintaining an average of 105 tons per hour for one nine-hour stretch, as "outstanding and in close accord with estimates made during planning."

Arriving at Hollandia on 27 October, *Almaack* departed that place on 2 November, being routed to Morotai and arriving there after daylight on the 5th. She commenced loading cargo—163 vehicles, 169 drums of gasoline, and equipment of the Army's 11th Corps Headquarters units and of the Army Air Force's 310th Bombardment Wing. Japanese air raids, executed in nearly clockwork fashion, made the ship's stay at Morotai memorable. *Almaack* went to general quarters 13 times as a result of enemy aircraft in the vicinity. On one occasion, *Almaack* contributed eight rounds of 5-inch and four of 3-inch to a barrage. Also during her stay at Morotai, she also fueled six destroyers.

The attack cargo ship sailed on her second trip to Leyte on 10 November, and proceeded in company with two transport divisions, the 8th and 24th. One day out of their destination, the transports were attacked by Japanese torpedo planes ("Jills"), one of which closed to visual range of *Almaack*.

This "Jill" launched her torpedo at *Catskill* (LSV-1), the last ship in the left flank column and directly astern of *Almaack*. The latter's 3-inch and 5-inch batteries took the Japanese plane under fire at 2,500 yards; her 20-millimeter guns opened up at 800. *Almaack*'s automatic weapons scored hits on the right wing and tail of the "Jill"; shedding parts, the enemy aircraft went out of control about 100 yards from *Catskill*, passed slightly astern of her, and then plunged into the sea, leaving no survivors. In the meantime, *Catskill* maneuvered and evaded the torpedo. *Almaack* suffered three men very slightly wounded during the brief engagement, nicked by fragments of "friendly" 20-millimeter projectiles which hit a ship's guy wire.

Entering Surigao Strait at 0036 on 14 November, *Almaack* went to general quarters at 0600 and entered the transport area a little under an hour later, sending her seven LCMs to assist the other ships in the group to complete their unloading by nightfall. Four LCTs and one LSM carried *Almaack*'s cargo, and in return the attack cargo ship provided provisions, clothing and small stores to these and an LCT that had been unsuccessful in securing provisions from the ships for which she had worked. Having completed her unloading by 0900 on the following day, *Almaack* returned to Hollandia, arriving on the 19th.

Underway again on the 26th, the attack cargo ship sailed for the Solomons, and reached Empress Augusta Bay on 30 November, commencing loading cargo—vehicles, ammunition, petroleum products, engineering supplies and signal equipment—immediately. She completed the task by 4 December.

*Almaack*, assigned to TG 79.1 and carrying elements and equipment of the Army's 37th Infantry Division, cleared Empress Augusta Bay for Lae, New Guinea, where the ship participated in landing exercises. Back at Manus, in the Admiralties, on 21 December, *Almaack* spent Christmas there. Then, on the last day of 1944, the attack cargo ship stood out of Seeadler

Harbor for her third trip to the Philippines; this time, "Mack" was bound for Lingayen Gulf.

On S-3 day (6 January 1945), the convoy to which *Almaack* was attached, steaming through the Mindanao Sea, encountered its first enemy aircraft, a Japanese reconnaissance plane which was being hotly pursued by four "Corsairs." The "Corsairs" splashed the enemy about 2,500 yards off *Almaack's* port beam. *Almaack* had a close call as the convoy neared its objective on S-1 day (8 January), when two "Betties" (Mitsubishi G4M Type 1 land attack plane) made a glide-bombing run on the ship, straddling her with three bombs released at 5,000 feet. The enemy ordnance missed by 50 yards, and inflicted no damage.

The air action intensified as *Almaack* stood up the coast of Luzon; at 1818, she saw combat air patrol (CAP) planes knock down four "Vals" (Aichi D3A Type 99 carrier dive bombers). Later that afternoon, after the ship had gone to general quarters for the second time that day, *Almaack* witnessed a Japanese suicide plane making a dive on an escort carrier (CVE) eight miles off the cargo ship's port bow. The ship under attack proved to be *Kitkun Bay* (CVE-71), which was crashed by an "Oscar" (Nakajima Ki. 43 fighter) at 1857.

Minutes later, another suicider appeared; *Almaack* opened fire with all port guns as the enemy plane—identified as either a "Judy" (Yokosuka D4Y carrier attack plane) or "Val"—seemed bent on crashing the next ship astern in the formation. Gunfire from the ships, however, splashed the kamikaze 1,500 yards off the port bow.

On S-day, 9 January 1945, *Almaack* went to general quarters twice during the 0400-0800 watch before executing her deployment for the approach disposition and hoisting her boats to the rail. Lowering her landing craft within a half-hour, *Almaack* anchored in transport area "C", Lingayen Gulf, and at 0745 sighted three Japanese planes in the vicinity, one of which crashed the nearby light cruiser *Columbia* (CL-56). Before the day was over, *Almaack's* men would see two more victims of the relentless Japanese aerial attacks, the battleship *Mississippi* (BB-41) and the Australian heavy cruiser HMAS *Australia*, both crashed by Japanese suiciders.

In the meantime, *Almaack* commenced working her cargo at 0825 after she had opened her hatches and sent boats allocated to other ships for the assault phase. She commenced her initial unloading of equipment from the Army's 148th Regimental Combat Team (RCT) at 0825, shortly after her beach party shoved off to take up its position ashore. Shifting to transport area "M" two hours later to continue to work cargo, *LCT-1070* came alongside to assist the ship in the cargo-handling evolution. She continued working cargo for the remainder of the day, going to general quarters twice more before the day was out.

Early the following day, *Almaack* took *Barton* (DD-722) alongside at 0210 and commenced fueling her at 0225, before she logged in evidence of further Japanese activity to attempt to disrupt the landings: *LST-925* reported being attacked by an enemy torpedo boat; *Robinson* (DD-562) was attacked by the same type of craft, and the transport *Warhawk* (AP-168) suffered damage from a Japanese suicide motor boat. Soon after these occurrences, at 0457, *Almaack* extinguished lights in her cargo holds and ceased cargo operations and boat movements. *Barton* cast off at 0640, a half-hour after she completed fueling.

For the remainder of S + 1, *Almaack* worked her cargo, unloading it to a barge and *LCT-719*, before she took on board her boats at 1635 preparatory to retiring from the area, getting underway for an anchorage off San Fabian. Her orders were changed, however, and she put back into Transport Area "M", where she had been before. Later, she resumed cargo operations in her number one hold, while a picket boat watch, as well as armed deck sentries, kept a lookout for potential Japanese suicide swimmers.

The following day, *Almaack* continued unloading cargo, and, when the occasion demanded, supplied fresh water and provisions to *LCI-1020*, supplies and water to *LCI-451*, her stream anchor to *LSM-137* to replace the one the landing ship had lost; provided gasoline and stores to *LCI-567*. She transferred cargo to *LSM-31* during the course of the afternoon. The next day, S + 3, *Almaack* provided fresh water to the motor minesweeper *YMS-319*; water and supplies to *LCI-975*, and *LCI-373*; water to *LCI-751*; gas and fog oil to *LCI-567*; stores and gas to *LCI-462*.

Having completed unloading the last of her six holds at 1441 on S + 3 day, *Almaack* hoisted on board her boats and stood out of Lingayen Gulf at 1710, her part in the invasion completed. The

first morning out, the convoy was attacked by suicide planes; one crashed the lead ship, the attack transport *Zeilin* (APA-3).

From 15 to 19 January 1945, *Almaack* lay anchored in Leyte Gulf, before she pushed on for the Western Carolines, reaching Ulithi on 23 January. She remained there until 6 February, when she sailed for Guam to load elements of the 3d Marine Division, in preparation for what would prove to be the last amphibious operation for *Almaack* in the war—the assault on Iwo Jima.

Arriving at Guam on 8 February, *Almaack* commenced loading troops and cargo of the 3d Engineer Battalion, 3d Pioneer Battalion, and a replacement company, as well as vehicles, ammunition, petroleum products, rations, and water that same afternoon, bringing the operation to a completion on the following morning. She sailed for Iwo Jima on the morning of 17 February.

*Almaack* arrived in the maneuvering area 125 miles southeast of Iwo Jima at 2200, 19 February, and, in company with the other ships in the task group, awaited orders. Sent in to the transport areas, the ship arrived off Iwo on 22 February, but did not unload any cargo that day or the next. Each evening during those days, the ship would retire to seaward. Due to the congested beaches, *Almaack's* loading was delayed until the 24th; that morning the ship put all of her boats in the water to dispatched to attack transports to disembark assault troops.

*Almaack* unloaded her cargo "on call" as the situation ashore demanded it, from 24 February 1945 to 3 March. On 1 March, the ship took on board shell cases from cruisers and destroyers. She put her last priority cargo item, one vehicle, on board *LSM-238* late on the 3d. The attack cargo ship remained in the transport area during the night of 3 March, and retired the following night, arriving back in the transport area on the morning of the 5th. She unloaded all of the remaining vehicles and "B" rations and took on board more shell cases from cruisers and destroyers on the 6th before departing that same day (6 March) for Guam.

*Almaack* reached Garapan anchorage, Saipan, on the morning of 9 March, and there debarked casualties brought from Iwo; she pushed on for Apra Harbor, Guam, on the late afternoon of the following day, and reached her destination on the morning of 11 March to unload marine supplies not required at Iwo Jima. Sailing thence the following morning for the Solomons, *Almaack* reached Tulagi on the afternoon of the 18th, where she picked up new landing boats. Proceeding thence to Noumea, the attack cargo ship arrived there on the 23d for liberty, repairs, and to embark elements of the Army's 81st Infantry Division.

Shifted from a combat load to a regular cargo load, *Almaack* sailed for the Admiralties on the morning of 3 May, and thence to the Philippines, reaching Leyte on the 16th. There the 81st Infantry Division units went ashore, and after ten days in the Philippines, *Almaack* sailed for Pearl Harbor on the morning of 26 May. Stopping at Pearl only briefly, the attack cargo ship sailed for San Francisco on the afternoon of 7 June, arriving on the 13th.

Following repairs and alterations at the AmShip Co., of Alameda, Calif., *Almaack* took on supplies at the naval supply depot, completing loading on 21 August—one week after Japan accepted the terms of the Potsdam Declaration and agreed to surrender. Receiving word cancelling all blackout restrictions on 6 September while en route to the Philippines, *Almaack* reached Samar on 10 September. After discharging a small portion of her cargo there, she sailed to Subic Bay, arriving on the 26th. From the the Philippines she sailed thence to Japan, reaching Nagoya on 28 October to embark men of the Army's 11th Replacement Depot, and sailed for Portland, Oreg., on 14 November.

Discharging her passengers there on the 24th, *Almaack* shifted down the coast to Albany, Calif., where she loaded a cargo of petroleum products; she sailed for China on 18 December 1945, and arrived at the North Chinese port of Tientsin on 21 January 1946. She sailed from there on 30 January with Army and Navy passengers embarked, ultimately arriving at Seattle.

Ordered to New York to report to the Commandant, 3d Naval District, for disposition, *Almaack* reported on 10 May 1946, and was decommissioned at Brooklyn on 23 May 1946. Regarded as not essential to the defense of the United States, *Almaack* was struck from the Naval Vessel Register on 15 August 1946, removed from naval custody on 12 September 1946, and transferred to the War Shipping Administration.

*Almaack* was awarded six battle stars for her World War II service.

*FS-283* was acquired from the Army on 12 December 1951 and renamed *Almaack* (AKL-39). That same day, she was loaned to the Republic of Korea. The ship served the Koreans until early in 1960 when she was returned to the Navy. Her name was struck from the Navy list on 1 February 1960, and she was sold to Hong Kong Rolling Mills, Ltd., in June 1960 for scrapping.

#### *Almandite*

A deep red variety of the garnet, a semiprecious stone.

(PY-24: dp 705; l. 185'4"; b. 27'; dr. 10'4"; s. 12 k.; cpl. 75; a. 1 3", 4 .50-cal mg., 2 dct.)

*Happy Days*—a yacht built in 1927 at Kiel, Germany, by the Krupp Iron Works—was purchased by the Navy on 27 January 1942 from Ira C. Copely; converted at Long Beach, Calif. by the Craig Shipbuilding Company for naval service as a patrol vessel; renamed *Almandite* on 9 January 1942 and simultaneously designated PY-24; and placed in commission at San Francisco, Calif., on 25 April 1942, Lt. (jg.) A. J. Hopkins in command.

*Almandite* got underway for San Diego, Calif., on 28 April and left the west coast on 6 May, bound for Hawaii. She reached Pearl Harbor on 17 May and reported to the Hawaiian Sea Frontier for duty. The converted yacht patrolled the harbor entrance and escorted other ships on runs to other Hawaiian islands, Palmyra Island, and Johnston Island. She also served as a weather station in waters in the Hawaiian area.

The vessel operated in, and out of, Pearl Harbor for the duration of her naval career. On 2 November 1945, she got underway for San Francisco, Calif., and reached that port on 12 November. The ship was turned over to the Maritime Commission on 5 December 1945. *Almandite* was decommissioned at San Francisco on 22 January 1946, and her name was struck from the Navy list on 25 February 1946.

#### *Almond*

The name *Almond* was assigned to the net-laying ship, YN-58, laid down on 30 November 1942 at Everett, Wash., by the Everett-Pacific Co. However, the ship was renamed *Bitterbush* (q v) on 3 April 1943, a little over two months prior to launch.

#### *Alnaba*

A word in the Navajo Indian language meaning "wars passed each other" or "wars raged in two places and in opposite directions." The term probably refers to the modern concept of a two-front war.

(YTB-494: dp 240; l. 100'0"; b. 25'0"; dr. 10'0"; s. 11 k.; cl *Pessacus*)

*Alnaba* (YTB-494) was laid down on 25 September 1944 at Brooklyn, N.Y., by Ira S. Bushey & Sons; launched on 11 December 1944; delivered to the Navy on 14 May 1945; and was placed in reserve at Orange, Tex. The large harbor tug remained inactive until July of 1952 when she was placed in service in the 6th Naval District based at Charleston, S.C. She spent the next 14 years operating in the 6th Naval District. In February of 1962, *Alnaba* was reclassified a medium harbor tug and redesignated YTM-494. Sometime in 1966, she was reassigned to the 10th Naval District; based at San Juan, Puerto Rico; and served there for the remainder of her naval career. That service ended in 1972. Sources differ over the date her name was struck from the Navy list. One source indicates that it was struck on 1 January 1972 while another suggests sometime in July 1972. In any event, she was sold on 14 July 1972 to T.N.T. Marine Service, Inc., of San Juan.

#### *Almax II*

(MB: t. 22 (gross) l. 56'9"; b. 11'11"; dr. 3'6" (aft); s. 11¼ mph; cpl. 8; a. 2 1-pdrs., 2 mg.)

*Almax II* (SP-268)—a motorboat constructed in 1912 at Salisbury, Md., by the Salisbury Marine Construction Co.—was acquired by the Navy on 18 May 1917 from Mr. F. Mayer of Baltimore and commissioned on 18 May 1917.

Assigned to the section patrol, *Almax II* cruised the waters of the 5th Naval District through the end of World War I. She served with Squadron 2 and operated primarily between Newport News and Norfolk, Va. After the war, the boat continued to serve until 28 March 1919 when she was transferred to the Department of Commerce for use by the United States Coast & Geodetic Survey. *Almax II* was returned to Navy custody on 21 February 1920. She was sold on 14 July 1920; and, presumably, her name was struck from the Navy list at that time.

#### *Alnitah*

A star in the constellation Orion.

(AK-127: dp. 12,350; l. 441'6"; b. 56'11"; dr. 24'6"; s. 12.8 k.; cpl. 198; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-CI)

*John A. Logan* was laid down under a Maritime Commission contract (MCE hull 451) on 12 October 1943 at Richmond, Calif., by Permanente Metals Corp.; launched on 14 January 1943; sponsored by Mrs. T. W. Ludington; acquired by the Navy on a bareboat basis on 7 October 1943; converted for naval service at San Pedro, Calif., by Los Angeles Shipbuilding Corp.; renamed *Alnitah* on 11 October 1943 and simultaneously designated AK-127; and placed in commission at San Pedro on 27 November 1943, Lt. Comdr. E. J. Youngjohns in command.

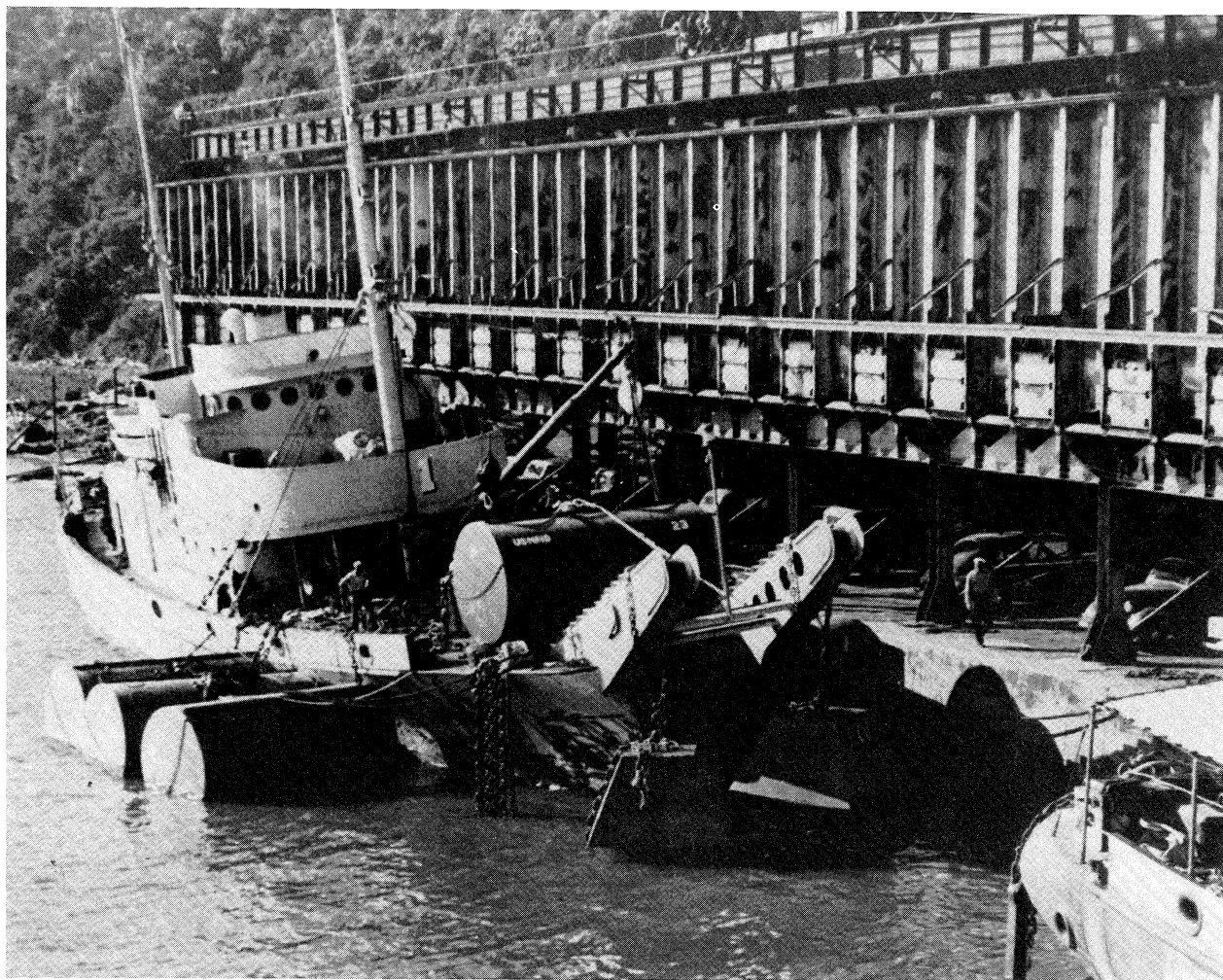
Following a brief period of shakedown training, the ship took on cargo and personnel at Port Hueneme, Calif., for transportation to the South Pacific. She departed the California coast on 12 December and reached Espiritu Santo on 3 January 1944. On that same day, *Alnitah* reported to Service Squadron 8 for duty as an interisland transport. Among her ports of call were Guadalcanal and Florida Island, Solomon Islands; Espiritu Santo, New Hebrides; Treasury Islands; Russell Islands; Fiji Islands; Auckland, New Zealand; Noumea, New Caledonia; Milne Bay, New Guinea; Ulithi, Caroline Islands; Tinian and Guam, Mariana Islands; and Okinawa.

*Alnitah* continued her routine of transporting cargo and personnel throughout the Pacific theatre of operations in to late July 1945. The ship departed Saipan on 28 July and shaped a course for the west coast of the United States. During her homeward voyage, Japan capitulated in mid-August ending World War II. After a two-day visit en route at Pearl Harbor, Hawaii, the cargo ship arrived at San Francisco, Calif., on 21 August and received voyage repairs before the vessel resumed action on 25 September. She was subsequently assigned to "Magic-Carpet" duty, which involved shuttling American military personnel from various points in the Pacific back home to the United States.

The cargo ship made a voyage from San Francisco to Roi, Kwajalein, and Majuro Atolls in October. She touched back at Pearl Harbor on 12 November before continuing on to San Diego, Calif. *Alnitah* debarked her passengers before getting underway on 29 November for Okinawa. The vessel arrived there on 22 December and discharged her cargo and passengers. She operated in the Okinawa area through 4 February 1946; then sailed for the Philippines. The ship reached Subic Bay on the 8th and there embarked troops for transportation to Japan. *Alnitah* left Philippine waters on 16 February and arrived at Yokosuka, Japan, on the 23d. Upon her arrival preparations were begun to deactivate the ship. She was decommissioned on 11 March 1946 and was transferred to the War Shipping Administration representative at Yokohama, Japan. Her name was struck from the Navy list on 28 March 1946.

#### *Aloe*

The fragrant wood of an East Indian tree.



*Aloe* (YN-1), at the net depot at Tiburon, California, 1941. Note that the ship is painted in the then-standard prewar No. 5 Navy gray, and carries her hull number (1) just forward of her foremast. (80-G-350013)

(YN-1: dp. 805; l. 163'2"; b. 30'6"; dr. 11'8"; s. 12.5 k.; cpl. 48;  
a. 1 3", 2 .50-cal. mg.; cl. *Aloe*)

*Aloe* (YN-1) was laid down on 14 October 1940 at Houghton, Wash., by the Lake Washington Shipyard; launched on 11 January 1941; and placed "in service" on 11 June 1941, Lt. (j.g.) Harry R. Shawk, USNR, in charge. Allocated to the 12th Naval District, the net tender operated in a non-commissioned status in the San Francisco area from the summer of 1941 to the winter of 1942, tending and laying the antisubmarine nets and booms protecting the waters of that important region.

Commissioned on 30 December 1942, Lt. Donald B. Howard, USNR, in command, *Aloe* departed San Francisco on 22 January 1943, bound for Pearl Harbor. Routed thence to New Caledonia, she reached Noumea on 18 March. Six days later, she got underway and proceeded via the New Hebrides, to the Solomons. The net tender spent the remainder of the war in the Pacific, laying and tending torpedo nets and buoys, and conducting various salvage and towing operations. She ranged from New Caledonia to Okinawa and included the Solomons, Marianas, Marshalls, and Palau in her itinerary. During this time, she was reclassified as a net layer, on 31 January 1944, her hull number becoming AN-6 on that date.

While perhaps pedestrian, *Aloe's* duties were, nevertheless, vital and certainly not without hazard, as was dramatically demonstrated soon after she arrived in the Solomons in the spring of 1943. On 7 April of that year, she lay moored to the Sturgis

Dock, Tulagi, when 67 "Vals" (Aichi D3A2 dive bombers), escorted by 110 "Zero" fighters—all but a very few of which had been drawn from the complements of four Japanese aircraft carriers—arrived to attack the shipping in the harbor there. The raid was a part of Admiral Yamamoto's Operation "I"—a series of massive air attacks aimed at American positions in the Solomons. Obviously interested in bigger game, the Japanese planes left *Aloe* alone, sinking a destroyer and an oiler and damaging a second oiler and cargo ship. Nevertheless, the net tender, with her solitary 3-inch gun and her four .50-caliber machine guns, contributed to the antiaircraft barrage that helped to drive the attackers off, claiming one "Val" shot down, another "possibly" splashed, and a third "damaged."

A little over a year later, *Aloe* next encountered the enemy during Operation "Forager"—the occupation of the Marianas. While in Task Group (TG) 53.16 on 18 June 1944, the net-layer was cruising east of Guam when Japanese planes attacked at 1759. Utilizing local control and observing excellent fire discipline, *Aloe's* 20-millimeter and .50-caliber batteries scored hits on three enemy planes. Two of these Japanese aircraft crashed and the third departed the area in flames.

Her last action with enemy planes came on 28 May 1945, while she was anchored in Nakagusuku Wan, Okinawa, serving as part of Net and Buoy Unit 3 (Task Unit 32.8.3). During that morning, she took a suicider under fire with all her guns as the kamikaze made a dive on the anchorage.

War's end in August 1945, found *Aloe* still at Okinawa. While



her battle with the Japanese may have been over, there were still the "elements" with which to contend. On 9 October 1945, a typhoon swept across Okinawa. During the storm, *Snowbell* (AN-52) inflicted minor damage on *Aloe* when the former drifted down on her. *Snowbell's* stern collided with *Aloe's* starboard bow and ripped a hole below the main deck level five feet long.

Returning to the United States in the spring of 1946 via Saipan, Guam, the Marshalls, and Hawaii, *Aloe* commenced her preinactivation overhaul at Swan Island, Portland, Oreg., on 3 June 1946. Decommissioned on 3 August 1946 and placed in reserve on 26 September 1946, the net tender remained in the Columbia River Group, Pacific Reserve Fleet, through the 1950s. Her name was stricken on 9 October 1962. Laid up in the Maritime Administration berthing area at Olympia, Wash., the ship was sold on 14 May 1971 to I. D. Logan and was scrapped.

*Aloe* received three battle stars for her World War II service.

### *Aloha*

An Hawaiian word that can be taken as either a greeting or a farewell.

(ScStr: t. 659 (gross); l. 218'0"; b. 35'0"; dr. 16'0"; s. 12 k.; cpl. 79; a. 2 3", 2 dc.)

*Aloha*—a steel-hulled, single-screw, bark-rigged steam yacht—was regarded by some as the "finest thing of her kind ever built." Designed by Tams, Lemoine, and Crane, naval architects, *Aloha* was built in 1910 at the Fore River Shipbuilding Company of Quincy, Mass., for the industrialist, railroad magnate, and inveterate yachtsman Arthur Curtiss James (1867–1941). The second ship of that name owned by "Commodore" James (the first being a brig-rigged yacht built in 1899), *Aloha*—manned by a comparatively large crew for a yacht, 39 people—was designed specifically for ocean cruising. James took his floating palace to England and Scotland on her maiden voyage in 1910; to Panama and Ireland in 1911; and to Egypt and the Near East during 1912 and 1913.

Apparently, the war clouds gathering over Europe precluded any cruises to that part of the world during 1914, and indeed in the years immediately following. Obviously, too, such a well-designed vessel could scarcely have escaped the notice of the United States Navy after this country joined the Allied and Associated Powers in April of 1917. James turned over his ship to the Navy under a free lease on 22 April 1917.

*Aloha*—assigned the identification number SP-317—was commissioned on 5 June 1917. Lt. Harry R. Swift, USNRF, in command. This unique vessel soon came to draw unique duty, as flagship for Rear Admiral Cameron McRae Winslow, Inspector of Naval Districts, East Coast.

Unfortunately, records of her movements during 1917 are not extant, but deck logs chronicling her movements from January 1918 to January 1919 do exist.

On the New Year's morning, while *Aloha* lay moored at the Norfolk Navy yard, Portsmouth, Va., a fire broke out in downtown Norfolk which quickly spread to engulf almost two city blocks. The city's civil authorities soon requested help from the Navy, which dispatched men from the naval base and ships nearby. *Aloha* contributed 12 men under a Chief Boatswain's Mate Walton to the efforts that ultimately succeeded in bringing the stubborn blaze under control. The civil government, fearing "incendiaries," or German agents, suggested that naval guards were required as well. *Aloha* sent a detachment of 15 sailors under Ensign Hall, USNRF, the next morning as the Navy placed Norfolk briefly under martial law in the wake of the \$2,000,000 blaze. They remained ashore only a short time before returning to their ship shortly before noon on 2 January.

*Aloha* remained at Norfolk until 23 February, when she got underway with Admiral Winslow embarked. She reached Key West, Fla., five days later. Over the next few months, *Aloha* touched at ports along the lower eastern seaboard and on the Gulf Coast, ranging from Key West and Pensacola to Galveston and New Orleans. Admiral Winslow, usually accompanied by his aide, Ens. Ackert, USNRF, and Chief Yeoman Timmermann, conducted inspections of the Coastal Air Station and Naval Reserve Training Camp, Miami; the New Orleans Naval Station; the naval defenses of Tampa, Fla.; the naval station and shipyards at Jacksonville, Fla.; and the training camp at Charleston,

S.C., before staying at Charleston, S.C., from 15 April to 17 May 1918 while undergoing voyage repairs.

*Aloha* shifted to Hampton Roads on 20 May, where Admiral Winslow inspected the training camp at Hampton Roads Naval Base. Two days later, while she lay anchored in Hampton Roads, a lighthouse tender hailed the yacht and asked if *Aloha* could care for an aviator she had picked up "who had met (with an) accident." Fortunately, the pilot proved to be uninjured, so he was sent to the Naval Aviation Base by motor launch.

The yacht spent the remainder of the month in the Tidewater area before she sailed for points north. *Aloha* transferred Admiral Winslow to SP-549 on 1 June so he could inspect the Naval Base, Lewes, Del., but he returned on board that afternoon.

*Aloha* then coaled at the Philadelphia Navy Yard on 3 June before returning to Hampton Roads, via Lewes, on the 8th of that month. The yacht then cruised in the Hampton Roads, Chesapeake Bay area for the balance of June before heading north for New York, where, on 6 July 1918, Capt. H. D. Hinckley, USCG, relieved Lt. Swift as commanding officer.

*Aloha* spent much of the summer in waters off the northeastern seaboard, at Port Jefferson, New London, Conn.; Newport, R.I.; Machias and Boothbay, Maine; Portsmouth, N.H.; and Gloucester, Mass., before arriving at the Boston Navy Yard for a major refit on 27 August. During this period of repairs and alterations, which lasted through September and October, the ship received additional armament in the form of two 4-inch guns.

After departing the Boston Navy Yard on 5 November 1918, *Aloha* spent much of the ensuing passage to Shelburne, Nova Scotia, and sail and arrived at that port two days later. Returning to Boston on 10 November, the ship was lying moored there when the armistice, ending hostilities, was signed on the 11th.

The remainder of the ship's career was spent alternately at Newport, R.I.; and at New London and New Haven, in Conn.; before she arrived back at New York City on 14 December, shifting her berth to a point off Pier 72, East 25th St., New York City, on the next day, where she spent the ensuing holiday season.

*Aloha* entered the New York Navy Yard on 10 January 1919, where yard workmen removed her guns the following day. Returning to her anchorage off Pier 72, *Aloha* spent the next few days undergoing the initial stage of the transformation from warship to yacht: her crew cleaned the ship, shined brightwork and landed such paraphernalia as flag mess gear, chairs, and an oval table from the admiral's cabin at pier 72. Finally, the metamorphosis was almost complete on 29 January 1919, when the crew mustered aft, and Capt. Hinckley read the orders from the commandant, 3d Naval District, putting the ship out of commission. Down came the admiral's flag (Rear Admiral Winslow had maintained *Aloha* as his flagship to the very last moment) and the colors, and a representative of Commodore James signed a receipt for the vessel.

Over the ensuing months, the Commodore's men reconditioned the erstwhile flagship, refitting her back to pre-war splendor and preparing her for her owner's next voyage. During 1921 and 1922, James took his pride and joy around the world; in 1925 *Aloha* cruised the Mediterranean; in 1927 she went to England, the Baltic, and Holland; and in 1930, again to the Mediterranean. *Aloha* even appeared at New York during the Presidential review, in May 1934, an occurrence noted humorously by Capt. Rufus F. Zogbaum, then commanding *Saratoga* (CV-3), in his autobiography—*From Sail to Saratoga*:

"*Aloha* came close aboard. I thought I should send them a signal of greeting. We turned all available apparatus on her but there was no one on board the yacht who could read our blinker signals. I could almost hear the Commodore storming up and down on his deck shouting to his Norwegian yacht captain, 'What is she saying? What—can't you read it?'"

Ultimately, this fine and famous yacht, the only one of her size afloat rigged in that manner, served faithfully until she was broken up for scrap in 1938.

### *Alonzo Child*

(SwStr: t. 493; l. 222'; b. 36'; dph. 6')

*Alonzo Child*—also referred to in official documents as *Alonzo*

*Childs*, *A. Child*, *A. Childs*, *Child*, and *Childs*—was a large side-wheel “river boat” built in 1857 at Jeffersonville, Ind. During the next few years, she operated out of St. Louis, plying the waters of the Mississippi River and its tributaries. Early in the Civil War, the ship found herself in waters controlled by Confederate forces and, by the end of 1861, was apparently serving the Confederate Government. In any case, on 18 December of that year, the South’s Secretary of the Navy, Stephen R. Mallory, authorized payment of \$1,000.00 to her owners for the performance of some now unknown service.

It seems that at some time during the ensuing year and one-half, title to the steamer passed into the hands of the Confederate Government, but no details of the transaction have been discovered. In the spring of 1862, when Farragut wrested control of the lower Mississippi from the South, *Alonzo Child* found temporary safety in the Yazoo River. In December 1862, her engines were removed and taken to Alabama to provide power for one of the Confederate ironclads under construction in that state to assist in the defense of Mobile and ultimately to challenge the Union blockade of that port. The fact that these engines were installed in CSS *Tennessee* is supported by the Union Navy’s inspection of that ironclad ram in August 1864 soon after she surrendered to Rear Admiral Farragut in the closing moments of the Battle of Mobile Bay. “These engines,” the board of inspection reported on 13 August 1864, “were taken out of the river steamer called the *Alonzo Child*.”

After losing her engines, the former steamer—now reduced to a barge—remained in the Yazoo River anchored at Yazoo City. As Major General Grant and Rear Admiral Porter increased the tempo of their operations against Vicksburg, the Southern defenders of that strategic Confederate cliffside fortress filled *Alonzo Child* with combustibles to ready her for possible use as a fireship and then moved her down stream so that, as an alternative, she might be employed to obstruct the channel of the Yazoo between Haynes and Snyders Bluffs. On 19 May 1863, Lt. Comdr. John G. Walker—commanding the ironclad gunboat *Baron De Kalb*—found her there, abandoned and “. . . much knocked to pieces.” She had not been set ablaze and apparently had not been sunk. Walker also found “. . . guns, ammunition, tents, etc.” which had been left behind in nearby evacuated Confederate riverbank fortifications. His report of seizing the “. . . 8-inch, 10-inch, and 6-inch rifles . . . in these works” has led some historians to conclude mistakenly that *Alonzo Child* carried these guns.

The damage to the former steamer was apparently only cosmetic for, on 25 July, Porter sent her to Cairo, Ill., with the recommendation that “she will make a good receiving ship or marine barracks.”

En route north under tow by Union side-wheeler *New National*, she came across *Sam Young* hard aground above the mouth of the White River, “. . . nearly high and dry” with some 350 captured Confederate soldiers and an armed guard on board. *Alonzo Child* embarked the prisoners and their guards and carried them to Helena, Ark.

After reaching Cairo, Ill., early in August, the prize was fitted out by the navy yard at Mound City, Ill., for duty as a receiving ship, and she served there and at Cairo until close to the end of the Civil War. The Union Navy’s de facto possession of the former steamer was ratified by the Federal court in Springfield, Ill., when it condemned *Alonzo Child* as a lawful prize on 29 March 1864.

As Confederate defenses were crumbling throughout the South and the Navy slowly began to demobilize its Mississippi Squadron, *Alonzo Child* was sold at Mound City on 29 March 1865.

### Alpaco

(ScStr: t. 2,511; l. 268’0”; b. 45’2”; dr. 23’6” (mean); s. 10 k.; epl. 57; a. none)

*Alpaco*—a wooden-hulled, single-screw cargo vessel—was built in 1918 for the United States Shipping Board (USSB) at Moss Point, Miss., by the Hodge Shipbuilding Co. Taken over by the Navy and earmarked for coastwise service with the Naval Overseas Transportation Service (NOTS), the ship was commissioned at the Navy Yard Dock, New Orleans, La., on 18 November 1918, Lt. Comdr. Nils A. Nelson, USNRF, in command.

However, her trial run, conducted on 3 December, revealed

deficiencies in the ship that caused the Navy to condemn the freighter as “unseaworthy.” During these trials—carried out with representatives of the Hodge Shipbuilding Co. on board—not only was the ship unable to maintain maximum revolutions for her engines, but a fire broke out in a coal bunker that took a little over 45 minutes to extinguish. The firefighters had to rip off the galvanized sheet iron from the engine room bulkhead to enable them to use their hoses to better advantage. Ultimately assisted into her berth by the tug *Underwriter*, *Alpaco* remained pierside for the remainder of her brief Navy career, and she was decommissioned there on 19 December 1918.

Simultaneously returned to the USSB, *Alpaco* remained in the Board’s hands until she was broken up for scrap by mid-1924.

### Alpha

The first letter of the Greek alphabet.

### I

(ScTug: t. 55; l. 72’; b. 16’6”; dph. 6’6”; dr. 7’; s. 9 k.; cpl. 13; a. 8 Enfield rifles, 1 spar torpedo)

The first *Alpha*—a screw tug built at Philadelphia in 1863 as *Fred Wheeler*—was one of six similar vessels purchased by the Union Navy at Philadelphia on 3 June 1864 to support its warships in widely varied ways and to help protect them and Army transports against surprise attacks by Confederate rams, torpedo boats, or other novel craft. Such raids had been a cause of great concern since the foray of the CSS *Virginia* into Hampton Roads, Va., on 8 March 1862 and the threat they posed had been underscored more recently by the Southern submarine *H. L. Hunley*’s sinking of the Federal Navy’s screw sloop of the war *Housatonic* and the ironclad ram *Albemarle*’s destruction of the *Southfield*.

Designated *Picket Boat No. 1*, the tug—commanded by Acting Ensign Nathaniel R. Davis—was assigned to the North Atlantic Blockading Squadron and first appeared on its list of vessels on 1 November 1864. She served on the James River for the last months of the Civil War protecting the Union shipping which supported General Grant’s troops operating against Richmond. However, when she and her sister tugs joined their squadron at Hampton Roads, there were already six other smaller vessels on its rolls designated *Picket Launch No. 1* through *Picket Launch No. 6*. Great confusion resulted and prompted the Navy—sometime between 1 November and 5 December 1864—to rename the former *Fred Wheeler* and her five sisters for the first six letters of the Greek alphabet—Alpha through Zeta. Thus, *Picket Boat No. 1* became *Alpha*. Some sources indicate that *Alpha*—which was also called *Tug No. 1*—entered the Norfolk Navy Yard for the installation of a spar torpedo; but, since *Picket Launch No. 1* did carry a spar torpedo which Lt. William B. Cushing used to destroy *Albemarle*, it is reasonable to assume that similarity of names caused the two vessels to be confused and *Alpha* never received such a weapon.

*Alpha*’s most exciting service occurred late in January 1865, when most of the more powerful Union warships had withdrawn from the James to participate in an attack on Fort Fisher, N.C., which defended Wilmington, the South’s last open port. The Confederate Navy’s squadron on that river had remained between Richmond and a line of obstructions across the James, awaiting a chance to engage its Union counterpart on favorable terms. Thinking that this temporary Federal weakness afloat in the area was just such an opportunity, Commodore John K. Mitchell, CSN, removed some of the obstructions; and, on the evening of 23 January, led the Southern Navy’s James River Squadron downstream and attempted to slip through the new gap in the cordon of hulks which separated them from the Union warships. The Davis Administration joined Mitchell in hoping that a Confederate naval victory on James would break General Grant’s line of supply and communication and lift his siege of the Confederate capital.

When word of this threatening thrust reached Comdr. William Albert Parker—who commanded the Union naval forces remaining on the James—he dropped his ships downstream to a position where they could maneuver effectively during the expected battle. His vessels experienced great difficulty turning in the narrow, shallow, and meandering channel of the upper river; and